

# Central County Corridor Major Investment Study Reduced Set of Alternative Strategies

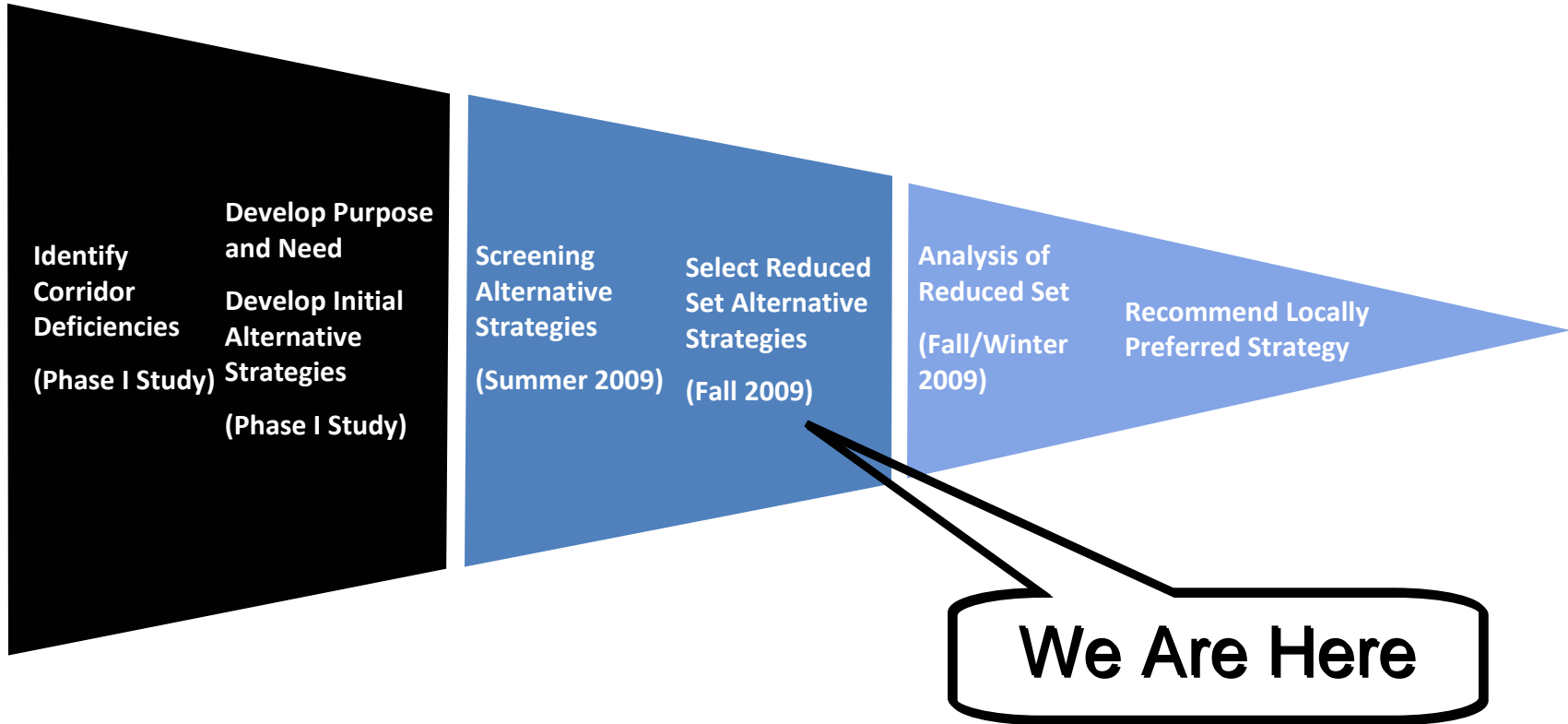
Board of Directors' Meeting  
October 9, 2009



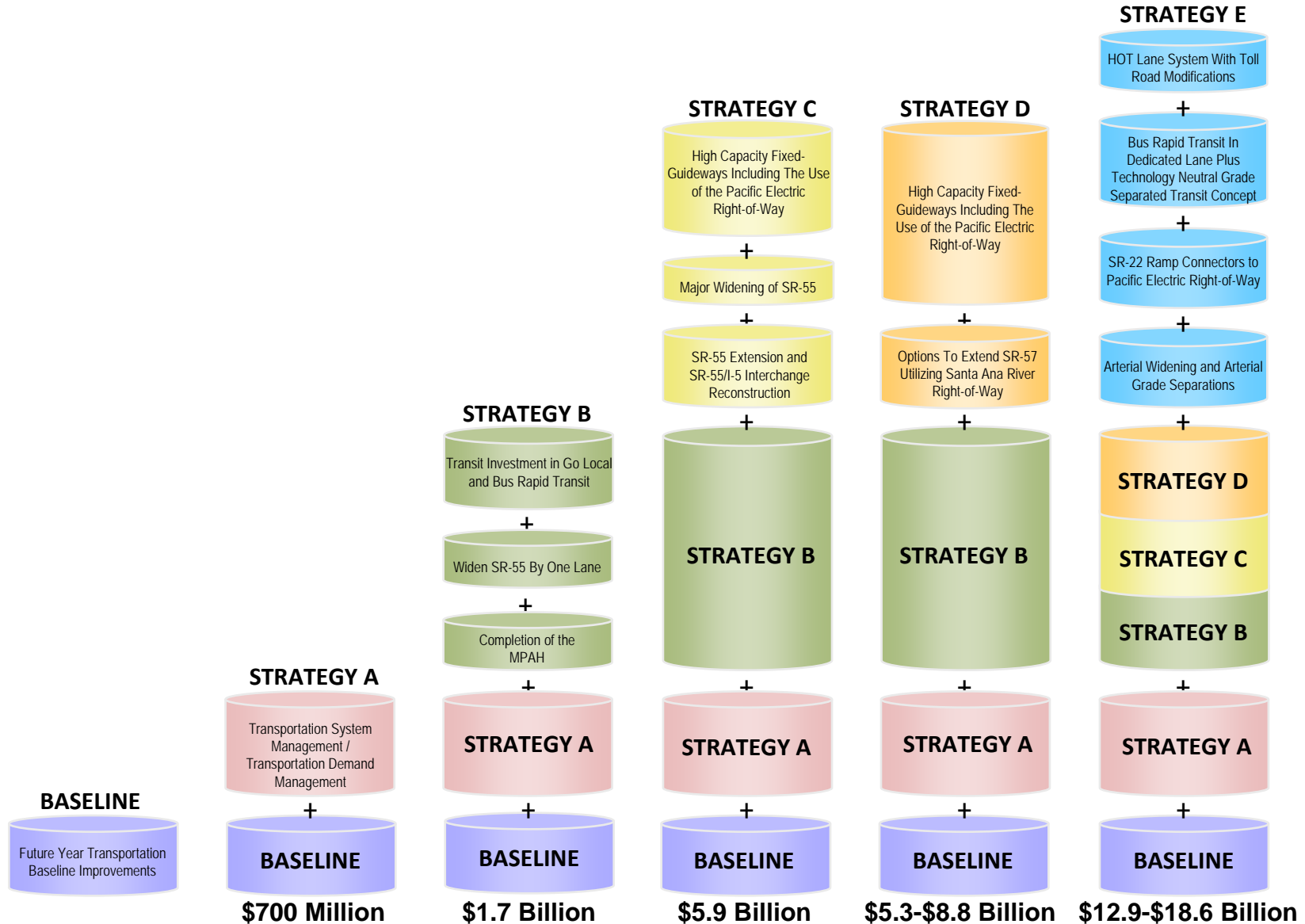
# Central County Study Area



# Major Investment Study Process & Status



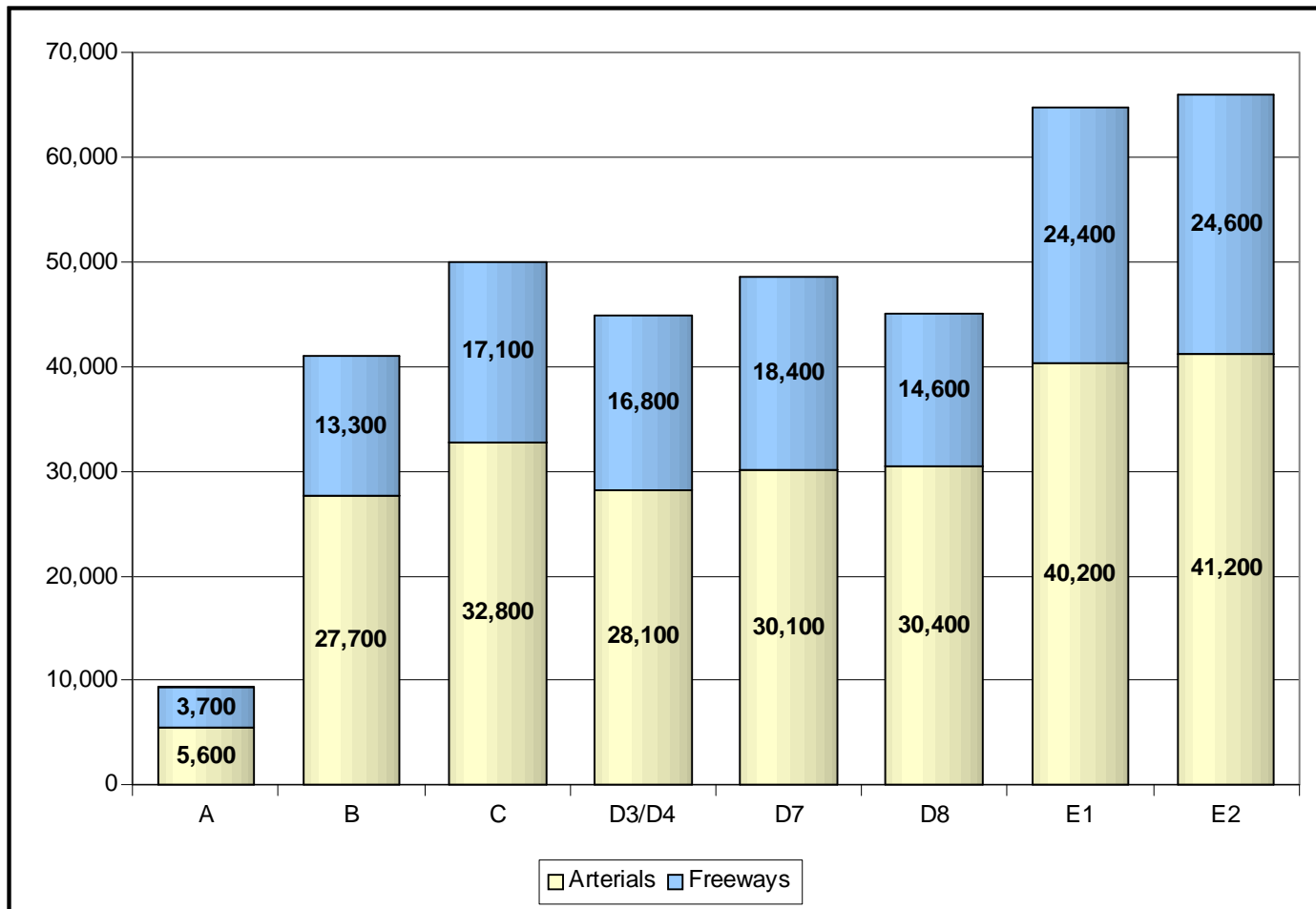
# Alternative Strategies and Total Capital Cost



- Includes Strategy A and B
- SR-57 extension study options include:
  - D3: Freeway cut and cover tunnel
  - D4: Freeway in dual bore tunnel
  - D7: Freeway tunnel unconstrained alignment
  - D8: Bridge level arterial with intersections

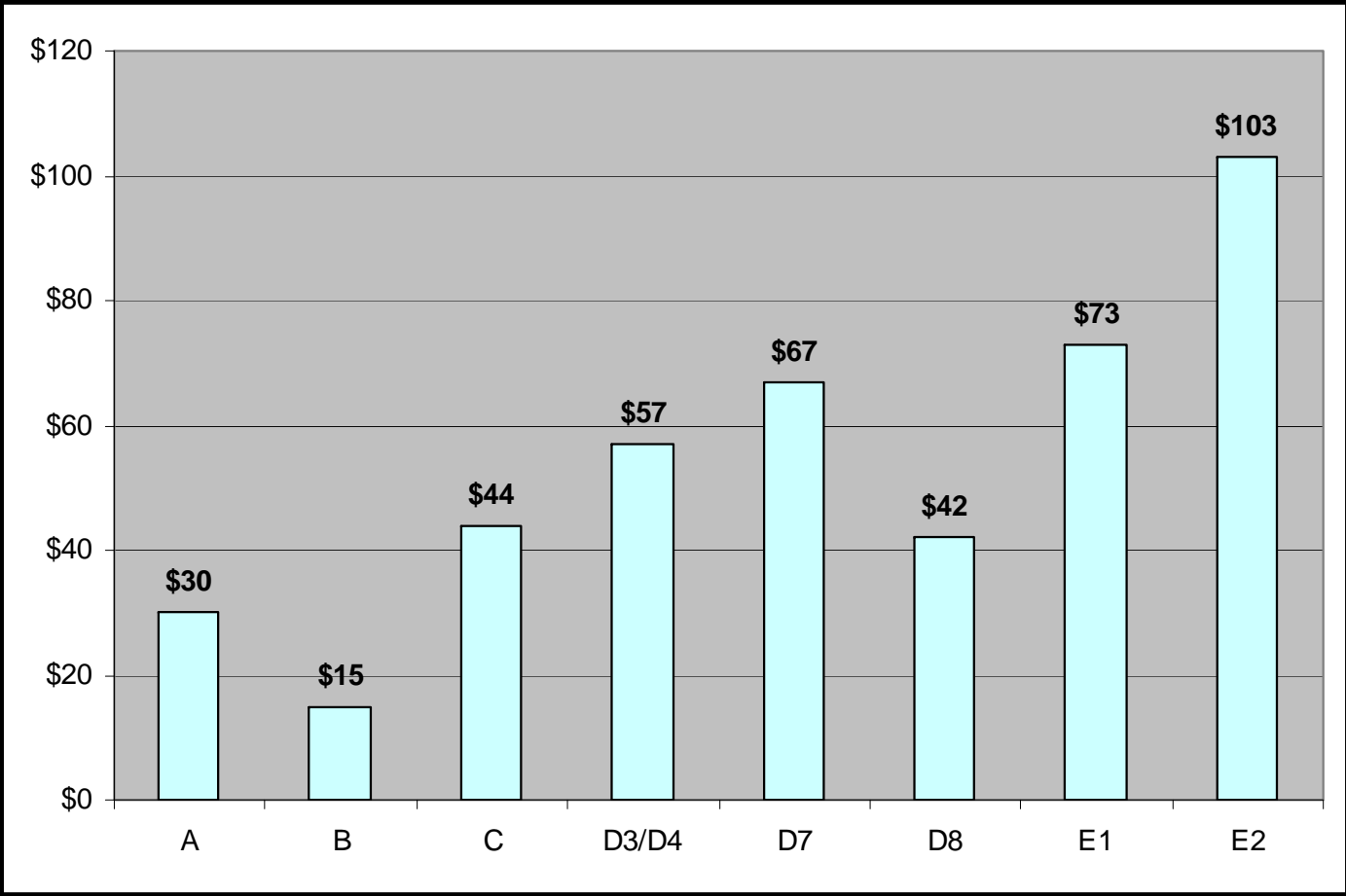
# Travel Time Savings

## *Improvement in Daily Vehicle Hours of Delay Compared to 2035 Baseline*



# Cost Benefit Analysis

Estimated Improvement Cost Per Vehicle Hour Saved (annualized)  
(lower is better)



# Technical Recommendations

| Strategy   | Recommendation                    | Rationale   |
|------------|-----------------------------------|---|
| Strategy A | Carry Forward for Further Study   | <ul style="list-style-type: none"><li>• Meets federal requirement</li><li>• Relatively low-cost</li><li>• Near-term phasing option</li></ul>              |
| Strategy B | Carry Forward for Further Study   | <ul style="list-style-type: none"><li>• Meets Renewed Measure M</li><li>• Chokepoint congestion relief</li><li>• Significant transit investment</li></ul> |
| Strategy C | Eliminate SR-55 Expansion Element | <ul style="list-style-type: none"><li>• Not cost-effective</li><li>• Extensive right-of-way (ROW)</li></ul>   |



# Technical Recommendations (continued)

| Strategy       | Recommendation                          | Rationale   |
|----------------|---|---|
| Strategy D3/D4 | Eliminate Tunnel Element                | <ul style="list-style-type: none"><li>• Prohibitively high-cost</li><li>• Extensive ROW impacts</li></ul>             |
| Strategy D7    | Eliminate Unconstrained Tunnel          | <ul style="list-style-type: none"><li>• Prohibitively high-cost</li><li>• Extensive ROW impacts</li></ul>             |
| Strategy D8    | Eliminate Bridge Level Arterial Element | <ul style="list-style-type: none"><li>• Not cost-effective</li><li>• Environmental impacts</li></ul>                  |
| Strategy E     | Eliminate Major Elements of C-D         | <ul style="list-style-type: none"><li>• Prohibitive costs</li><li>• Extensive ROW and environmental impacts</li></ul> |

# Reduced Set of Alternative Strategies

## Alternative 1 – Baseline 2035

Examples include -

- High-occupancy vehicle (HOV) connectors SR-22/I-405/I-605
- High frequency Metrolink service
- Smart street strategies on key arterials
- Express bus and bus rapid transit (BRT) on select routes

## Alternative 2 – TSM/TDM (includes Alternative 1)

### Examples include –

- Arterial/intersection optimization and synchronization
- Minor choke point projects on SR-55
- Local bus service improvements on north/south routes
- Express bus service
- BRT enhancements
- Pedestrian/bicycle improvements
- Park and Ride improvements

# Reduced Set continued...

Alternative 3 – (includes Alternatives 1 and 2)

Examples include –

- Improvement of select Master Plan of Arterial Highways (MPAH) facilities
- HOV lane on I-5 between SR-55 and SR-57
- SR-55/I-5 interchange improvements
- Enhanced BRT including dedicated lanes
- Go Local rubber tire projects
- Go Local high capacity fixed guideways

# Reduced Set continued...

Alternative 4 – (includes Alternatives 1-3 with transit addition)

Examples include

- Full MPAH build out
- SR-55 frontage roads and ramp improvements
- SR-55 HOV lane extension to 19<sup>th</sup> Street
- SR-55 widening between I-5 and I-405
- SR-55 HOV direct access ramps at Bear Street and new interchange at Meats Avenue
- BRT spur line along the Pacific Electric (PE) ROW

# Reduced Set continued...

Alternative 5 – (includes Alternatives 1-4 with transit difference)

Examples include

- Arterial improvements (seven locations) beyond MPAH
- Arterial grade separations (six locations)
- SR-22/SR-55 HOV direct connector ramps
- SR-55 widening by one lane between SR-22 and I-5
- SR-22/PE ROW ramp connectors
- SR-55/Newport Boulevard extension
- SR-22/I-5/SR-57 interchange reconstruction (2 options)
- 91 Express Lanes to Foothill/Eastern Transportation Corridor toll-to-toll connector and shadow tolls

\* BRT in dedicated lanes are removed from this alternative

# Committee Working Groups

- Stakeholder Working Group on August 5, 2009
  - Feedback on technical recommendation
- Technical Working Group on August 6, 2009
  - Consensus on technical recommendation
- Policy Advisory Committee on August 27, 2009
  - Unanimous support for technical recommendation
  - Recommended SR-55 (major expansion) and SR-57 extension (arterial D8 option) not be studied further but be preserved for future cost benefit analysis

# Recommendation/Direction

- Approve the initial screening report and reduced set of alternative strategies for additional engineering and environmental analysis
- Direct staff to return to the Board of Directors by April 2010 with an update